Superfund Records Center
SITE: AMTRAK
BREAK: 112
OTHER: 564082

PRELIMINARY ASSESSMENT REPORT

Amtrak-National Railroad Passenger Corp. New Haven, CT CTD983870841 October 2, 1989

INTRODUCTION

The following Preliminary Assessment (PA) complies with the requirements set forth under the EPA Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), as amended. The PA represents the first step in a site screening process set forth by the National Contingency Plan (NCP). It does not necessarily fulfill the requirements of other State and Federal regulations such as RCRA. This work is being completed under Connecticut's Multi-Site Cooperative Agreement (MSCA) with EPA.

A perimeter survey was conducted at Amtrak on August 7, 1989 by Michelle Bedson of the CT DEP. The weather was overcast and rain with a temperature of 75°F. The survey was conducted in accordance with EPA's Preliminary Assessment Policy Paper.

Submitted by:

Michelle M. Bedson Sanitary Engineer

Hazardous Materials Management Unit

Michelle Mizedson

Michael J. Powers

Principal Sanitary Engineer

Hazardous Materials Management Unit

SDMS DocID

564082

SITE DESCRIPTION AND HISTORY

The National Railroad Passenger Corporation operates an Amtrak car/locomotive maintenance and fueling facility on Hallock Avenue in New Haven, CT (Figure I). The National Railroad Passenger Corp. is listed as the owner in town records, however the DEP Transfer Bill Unit has recently received forms indicating that certain parcels were transferred to the CT Department of Transportation on May 18, 1989 (1,14). According to inspection records the facility has been operating on site since the 1800's, and has had a long list of occupants: New Haven Railroad Company, Penn Central Railroad, Conrail and Amtrak (2). At the time of the perimeter survey, it was observed that there were areas of stained soil and that fencing did not completely surround the property.

The DEP RCRA-Amtrak files indicate that two inspections have been conducted; the first in 1983, and the second in 1985. The inspection reports give the list of processes and the waste profile as (3):

PROCESSES

- 1 Overhaul cars, i.e, clean with alkaline cleaner (3 tanks utilized, all containing caustic cleaner, the waste sludge was pumped).
- 2 Paint cars and engines (no spray booths observed).
- 3 Repair engines, frames & wheels.
- 4 Clean bearings, car frames & gears (3 tanks utilized, containing Bauxite solvent, pensolve and caustic).
- 5 Drain lube oil.

WAS	TE PROFILE WASTE	QUANTITY	DESTINATION
83:	Bearing cleaning waste solvent	450gal/2yr to tank	East Coast Env
85:	Bearing cleaning waste(high in Pb)	unknown to 1000 gal tank	п
83: 85:	Sludge from WWTS	3000gal/12wk 3500gal/mos	unknown East Coast Env
83:	Oil from skimmer on treatment sys	1000gal/2mos to underground tank	East Coast Env
85:	u a catherit sys	2000gal/2mos to unknown	East Coast Env
83:	Waste NaOH	unknown	unknown

85:	Lye Vats (corrosive sludge)	7000gal/4mos to tank	East Coast Env
83:	Bauxite Solution	unknown	unknown
83: 85:	Paint Waste	none generated 50gal/3mos drum storage	East Coast Env
83:	Waste Oil	43,000gal/6mos stored in tanks	burned in steam plant
85:	П	II	II .

Also noted in the 1983 report was that "caustic solution went to the ground or the sewer, and that in some areas the ground was saturated with oil". In the 1985 inspection it was noted that there were "20-30 drums of creosote waste which were in poor condition and leaking". The files further indicate that after the 1983 inspection (and the report of the company's deficiencies) a Notice of Violation was issued (Appendix A). According to DEP RCRA staff, the NOV was just recently complied with.

Also found in the RCRA files was Amtrak's Contingency Plan (11/84). The plan identified the locations of oil storage tanks - above and below ground. This list is given in Appendix B.

Amtrak is listed as a Generator-1 on the CT RCRA Notifier List. Their notification date was 8/18/80.

The DEP Water Compliance Unit (WCU) has also been actively involved with the site. Their involvement began in 1979 when the City of New Haven complained that oil from the Amtrak facility was entering the New Haven Harbor and oil was found seeping into the basement of Union Station (located directly west of Amtrak yards). First, in an effort to cease the discharge to the harbor, the WCU issued pollution abatement order 2481 (4/16/79) requiring installation of waste water treatment facilities. Second, to address the condition of oil seeping into Union Station, the WCU issued another order, this one to investigate the extent of groundwater and soil contamination in the area (and to remediate if necessary). Both orders are attached in Appendix A.

Amtrak's list of recommendations made in response to the orders were:

- 1. Install 2 waste water treatment systems
 - one for the new fueling station; underground coalescer oil separator
 - the other for the wheel & brake parts cleaning area; dissolved air floatation system
- 2. Perform an engineering study to determine the extent of contamination in the area.
- 3. Remove the oil by installing three recovery wells (the proposed locations are given

on Figure III).

4. Seal the steam tunnel to prevent further oil seepage into Union Station.

Since that date, Amtrak has submitted plans for both waste water treatment systems, and the DEP has approved their designs. A permit for the wheel & brake cleaning area discharge was issued in 1981, and has recently been reissued. According to Water Compliance engineers the new fueling station discharge has been initiated, but the NPDES permit has not been issued.

Amtrak performed an engineering study to determine the extent of oil contamination in April, 1980 (5). They installed seven monitoring wells in the three areas of concern ,i.e, the Old Lamberton St. Yard, the existing fueling facility, and the old car wash facility. The locations of the wells are given on Figure II, and the results of testing for oil concentration are given in Appendix C. In the report, Amtrak concluded that "it is apparent from these results that the groundwater contamination is limited to those areas already identified as sites of chronic oil spills. There is no evidence, as shown by wells no. 5 and 6, that this contamination has migrated towards the harbor." It is unknown if further testing of these wells has been performed.

As far as Amtrak's other recommendations are concerned, the files indicate that only one of the recovery wells was ever installed, and as commented on in a DEP letter "never accomplished any significant reduction of oil contamination". Also, it is unknown if the steam tunnel was ever sealed, or if the oil is still entering the basement of Union Station.

Amtrak did not readdress the contamination on site until the DEP requested that further studies be performed to comply with the order. At DEP's request, Roux Associates submitted a report entitled "Proposed Site Investigation - Amtrak New Haven Yard" which proposed that additional test pits, soil borings and monitoring wells be constructed (Figure IV) (6). The report also included a figure showing the general area of previously observed oil, and high volume diesel usage (Figure III). The DEP approved the proposal in June, 1986, but there is no information in the files indicating that the wells were installed or that testing has taken place.

In April, 1985 the DEP discovered that sewage from the Amtrak maintenance shop and adjacent buildings was draining directly to the New Haven Harbor. Amtrak was ordered (# 4616) to connect to the sanitary sewer at the Metro North pump station (Appendix A). The WCU files indicate that the tie-in was successful and completed in May 1988.

In 1987, the DEP PCB-Toxics Unit performed an investigation to determine if there was PCB contamination on site. The findings of their inspection (reported 1/4/88) are summarized below:

- Amtrak does and has owned electric locomotives that utilize PCB transformers. There were occasions when they were serviced at the New Haven facility.

- During the inspection, company representatives identified a number of sites that may have been potentially exposed to PCB contamination (Appendix D).
- Seven samples (sediment,oil,soil) were taken at these locations (sites given on Figure II) (2).

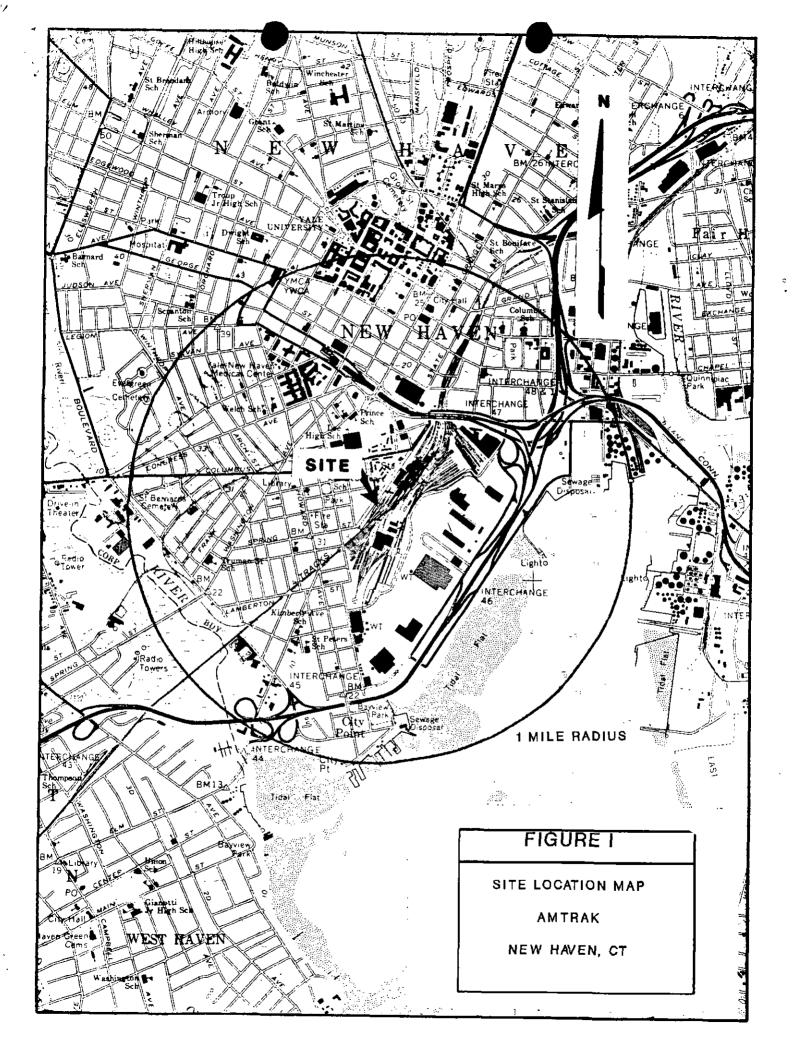
The results of the PCB analysis are as follows:

SAMPLE	RESULTS
501-PCB-87	Aroclor 1248 .05ppm
502-PCB-87	Aroclor 1260 .18ppm
503-PCB-87	Aroclor 1254 .80ppm
504-PCB-87	Aroclor 1260 .11ppm
505-PCB-87	Aroclor 1260 .44ppm
506-PCB-87	Aroclor 1260 7.0ppm
507-PCB-87	Aroclor 1260 4.2ppm

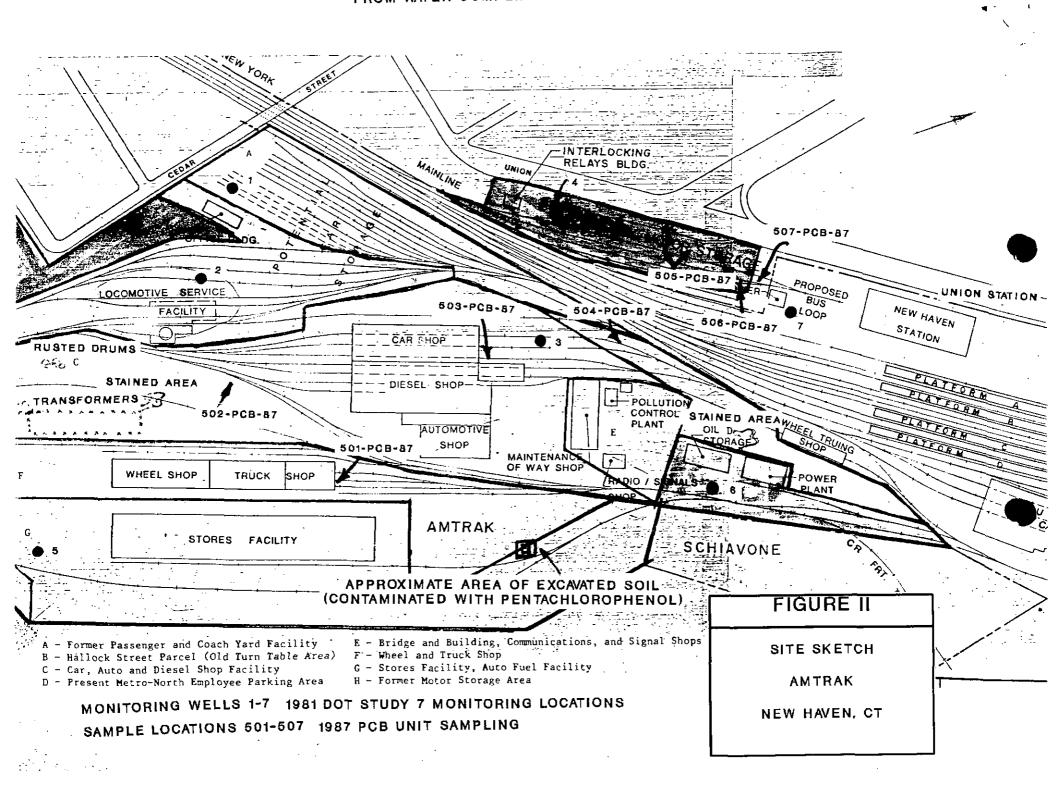
The inspector noted in his report that additional samples should be taken from the various oil storage tanks, sludge holding tank, servicing pits and collection sumps, but there is no record of this in the files.

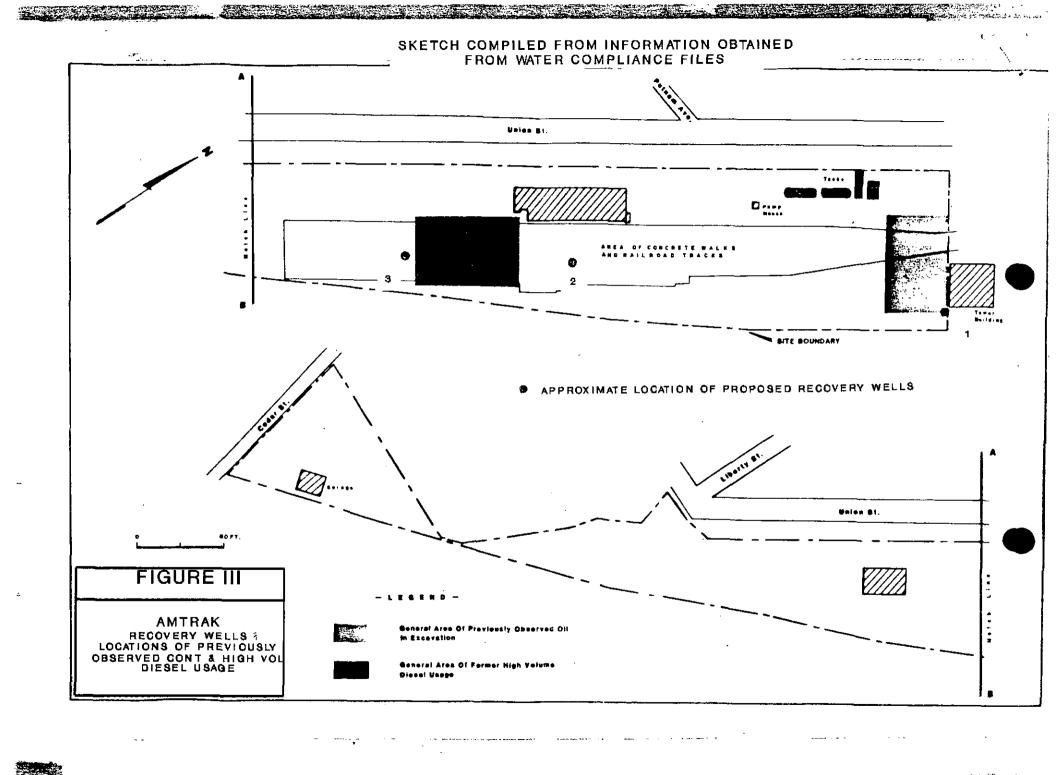
As previously mentioned, Amtrak has transferred property to the CT DOT, and pursuant to CT General Statutes Sections 22a-134 to 22a-134(d), has submitted two Transfer Bill Forms (14). The two forms are: a Form I (negative declaration) for parcels A,D,E,F & G and a Form III (release has occurred which has not been cleaned up in a manner approved by the Commissioner of Environmental Protection) for parcel C. After review of Form I, and the described boundaries of the parcels, it was noticed that Amtrak did not mention the PCB contamination found on parcels E(501-PCB-87) and G(505-PCB-87 & 506). This has been brought to the attention of the Transfer Bill staff. The Form III refers to a release of pentachlorophenol (PCP) (Location of release given on Figure II). The release was originally noted in the 1985 RCRA inspection which reported "20-30 leaking drums". Upon further investigation, the drums were found to contain PCP. The DEP RCRA Unit has been handling the situation and has required that excavation and post-remediation sampling be performed. At this time, Amtrak's consultant, Clean Harbors, is excavating the soil in the area until the RCRA recommended standard of 500 ppb PCP is met.

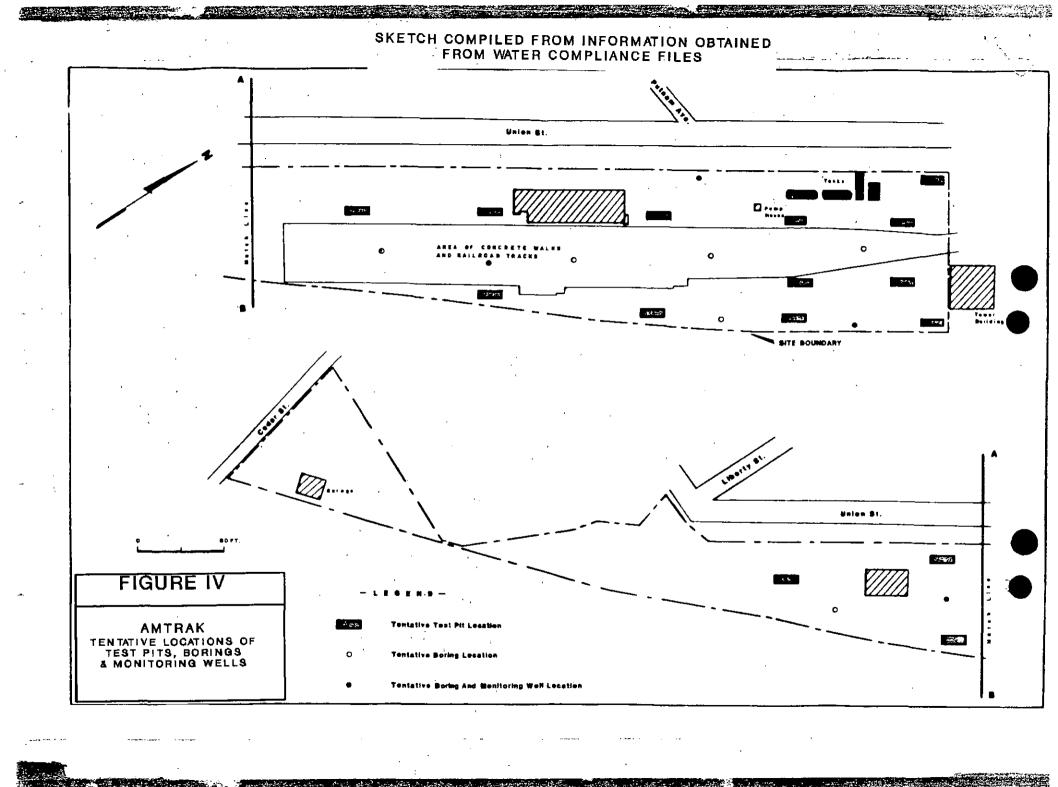
In summary, DEP files indicate that the site is contaminated with diesel fuel, oil, PCBs and pentachlorophenol. Although testing and remediation have been recommended for the diesel fuel and oil contamination, there is no indication that this work has been initiated. Remediation of the pentachlorophenol has been started, but not yet completed to DEP satisfaction. Remediation of the PCB contamination, to date, has not been addressed. Therefore, based on the fact that the contamination still exists on site, there



SKETCH COMPILED FROM INFORMATION OBTAINED FROM WATER COMPLIANCE AND PCB FILES







is the risk of direct and indirect contact.

ENVIRONMENTAL SETTING

The Amtrak maintenance and fueling facility is located in a major railroad yard located in downtown New Haven. Union Station, a commuter station, is located directly west of the yards and buildings. Metro North (CTD983870866) also operates a maintenance building in the same yard.

Metro North (CTD983870866) is not listed on the "CT Inventory of Hazardous Waste Sites" but is entered onto CERCLIS. The following information on Metro North was gathered from DEP files and is presented to further characterize the entire yard:

- -the facility performs maintenance of trains, the trains use transformer oil containing PCBs.
- -A sump which drains rinse waters to the New Haven Harbor was found to contain PCBs.
- -A spill of transformer oil occurred on site, was remediated, but no post remedial results exist in the files.
- -PCB waste has been improperly stored on site (outside bermed areas).

The groundwater classification in the area is GB (7). GB groundwaters are within highly urbanized areas of intense industrial activity and where public water supply is available. It may not be suitable for direct human consumption due to waste discharges, spills or leaks of chemicals or land use impacts. The goal is to prevent further degradation by preventing any additional discharges which would cause irreversible contamination. The designated uses of GB groundwaters are: industrial process water and cooling water discharges (7).

According to the "Atlas of Public Water Supply Sources and Drainage Basins of CT" there are no public water supply sources within a mile of the site, however the following are within 4 miles:

SOURCE		DISTANCE
South Central Regional Water Auth	Maltby Lakesactive	1 3/4 mile
South Central Regional Water Auth	Lake Saltonstallactive	2 1/2 mile
South Central Regional Water Auth	Lake Whitneyactive	2 mile

Based on drainage divide information, Lake Saltonstall and Lake Whitney are least likely to be affected by the site (located in different sub-regional basins) (8). The Maltby Lakes are in the same sub-regional basin but are separated from the site by the West River.

New Haven is supplied solely by the South Central Regional Water Authority. According to 1986 estimates the population served is 126,490 or 100% (10).

The surface water within a 1 mile radius of the site is:

SURFACE WATER CLASSIFICATION DISTANCE

West River SC/SB 3/4 mile
New Haven Harbor SC/SB 1/2 mile

As SC/SB, the West River and New Haven Harbor are presently not meeting water quality criteria for one or more designated uses due to pollution. The existing uses are: certain marine fish, shellfish and wildlife habitat; recreational boating, industrial and other legitimate uses, including navigation and swimming. The goal is SB.

The surficial geology in the area is a New Haven outwash sediment which is comprised of sand and gravel, with cut-and-fill stratification, derived primarily from Triassic rocks. The surficial geology grades northward into ice contact stratified drift. According to the Bedrock Geological Map of CT, the principal bedrock unit is the New Haven Arkose which consists of pinkish, gray, brown and reddish arkosic sandstone and conglomerate with interbedded layers of reddish siltstone (11,12). In the area of the site, the depth to bedrock is greater than 250 feet (13).

According to the DEP Natural Diversity Database there are no known extant populations of Federally Endangered & Threatened species or CT "Species of Special Concern" occurring at the site.

CONCLUSIONS AND RECOMMENDATIONS

The New Haven rail yard located off of Union and Hallock Avenues has been operating for approximately 100 years. Two CERCLIS sites, Amtrak and Metro North occupy the yard. The history prior to Amtrak's and Metro North's occupancy is unknown. The Amtrak property is known to be contaminated with diesel fuel, oil, PCBs and pentachlorophenol.

Although there are no drinking water sources in the area, the site is in close proximity to the New Haven Harbor and may have an adverse impact on its environmental quality. For this reason, it is recommended that a medium priority SSI be conducted. It is further recommended that the SSIs for this site (Amtrak) and the Metro North site (CTD983870866) be done concurrently.

SOURCES OF INFORMATION

- 1. Town Tax Assessor's Records, New Haven, CT.
- 2. CTDEP Hazardous Materials Management, PCB Unit Files.
- 3. CTDEP Hazardous Materials Management, RCRA Unit Files.
- 4. Sullivan, D.F. "National Railroad Passenger Corporation Spill Prevention Control & Countermeasure Plan and Hazardous Material Contingency Plan". September 1984.
- 5. U.S. Department of Transportation. "Northeast Corridor Improvement Project New Haven Service Facility Preliminary Ground Water Quality Evaluation." April 1980.
- 6. Roux Associates, Inc. & Dan Raviv Associates, Inc. "Proposed Site Investigation Amtrak New Haven Yard for National Railroad Passenger Corporation, Washington, D.C." March 12, 1986.
- 7. Murphy, J.E. "Water Quality Classifications Map of CT". 1987.
- 8. McElroy, Marianne. "Natural Drainage Basins in CT". 1981.
- 9. Bedson, Michelle (DEP) Telephone conversation with Christine Adams (South Central Regional Water Authority) Subject: Status of Water Supply sources in New Haven. August 2, 1989.
- 10. CT DEP Natural Resource Center. "Directory of Community Water Systems in CT". 1986.
- 11. Flint, R.F. "The Surficial Geology of the New Haven and Woodmont Quadrangles" State Geological & Natural History Survey of CT. 1965.
- 12. Rodgers, J. "Bedrock Geological Map of Connecticut" State Geological & Natural History Survey. 1985.
- 13. Ginsberg, M.H. "Depth to Bedrock, New Haven-Woodmont Quadrangles, CT Map MF557C". 1976.
- 14. CTDEP Hazardous Materials Management, Transfer Bill Unit Files.

APPENDIX A: ORDERS, PERMITS



STATE OF CONNECTIOUT DEPARTMENT OF ENVIRONMENTAL PROTECTION



HAZARDOUS WASTE MANAGEMENT SECTION

Notice of Violation

NV. No. 112

093-DEP/HW No.

TO:

Amtrak Maintenance Facility

Hallock Avenue

New Haven, Connecticut 06519

ATTN: N.B. Pearson, Jr., Manager

You are hereby notified of violation(s) of State Regulations and/or State Statutes regarding hazardous/industrial waste management (referenced below).

Within ninety (90) days after receipt of the Notice, you must correct the violation(s) so as to comply with the specified Regulations and/or Statutes, and also

SUBMIT IN WRITING to the

Enforcement Group

Hazardous Waste Management Section Department of Environmental Protection

165 Capitol Avenue

Hartford, Connecticut 06106

the details of the specific corrective action you RAVE taken which resulted in compliance. Failure to do so will require us to issue a State Order. Please be advised that intentional falsification of information is subject to criminal penalties under State and Federal laws.

You are invited to confer with us about this NOTICE before the end of the period specified above. If you do not initiate such a conference within that period, you shall be considered to have waived this opportunity. Please contact the Hazardous Waste Management Section at 566-5712 or 566-4869 regarding any Auestions,

Hitchcock

Hazardous Materials Management Unit

Regarding

Violation(s) of State Regulation(s) and/or Statute(s); Section(s)

Hazardous Waste Determination Inspection Schedule and Log Personnel Training Records Contingency Plan

25~54cc(c)-7

25-54cc(c)-28

25-54cc(c)-29

25-54cc(c)-31

Copies of these Regulations and Statutes are available for your reference in our office.

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STATE OF CONNECTICUT

DEPARTMENT OF ENVIRONMENTAL PROTECTION

STATE OFFICE BUILDING

HARTFORD, CONNECTICUT 06115



STATE OF CONNECTICUT VS. NATIONAL RAILROAD PASSENGER CORPORATION

IN THE MATTER OF AN ORDER TO NATIONAL RAILROAD PASSENGER CORPORATION TO ABATE POLLUTION

ORDER

Having found that National Railroad Passenger Corporation is causing pollution of the waters of the state under the provisions of Chapter 474a, Connecticut General Statutes as amended the Commissioner of Environmental. Protection acting under Section 25-54h hereby Orders National Railroad Passenger Corporation to take such action as is necessary to:

1) Install facilities to assure adequate treatment of oil and oil base materials.

National Railroad Passenger Corporation is further Ordered to accomplish the above described program, except as may be revised by the recommendations of detailed engineering study and agreed to by the Commissioner of Environmental Protection in accordance with the following schedule:

- On or before May 31, 1979 submit for the review and approval of the Commissioner of Environmental Protection an engineering report.
- B) On or before July 31, 1979 submit for the review and approval of the Commissioner of Environmental Protection contract plans and specifications.
- C) On or before September 30, 1979 verify to the Commissioner of Environmental Protection that construction has been started.
- D) On or before November 30, 1979 verify to the Commissioner of Environmental Protection that the constructed facilities have been placed in operation.

Entered as an Order of the Commissioner of Environmental Protection this 16th day of April, 1979.

COMMISSIONE

ORDER No. 2481 New Haven 3/79



STATE OF CONNECTICUT

DEPARTMENT OF ENVIRONMENTAL PROTECTION

STATE OFFICE BUILDING

HARTFORD, CONDUCTOR DE 15



STATE OF CONNECTICUT VS. NATIONAL RAILROAD PASSENGER CORPORATION

IN THE MATTER OF AN ORDER TO NATIONAL RAILROAD PASSENGER CORPORATION TO ABATE POLLUTION

ORDER

Having found that National Railroad Passenger Corporation is causing pollution of the waters of the State under the provisions of Chapter 474a of the General Statutes as amended, the Commissioner of Environmental Protection acting under Section 25-54h hereby Orders National Railroad Passenger Corporation to comply with all the conditions of the Order entered as an Order of the Commissioner of Environmental Protection on the 16th day of April, 1979 except that:

- 1) Paragraphs B,C,D in conformance with a written request from National Railroad Passenger Corporation and agreed to by the Commissioner of Environmental Protection acting under Section 25-540 of the General Statutes as amended are modified to read as follows:
 - Step B On or before April 30, 1980, submit for review and approval of the Commissioner of Environmental Protection Contract Plans and specifications.
 - Step C On or before July 31, 1980 Verify to the Commissioner of Environmental Protection that construction has been started.
 - Step D On or before December 31, 1980 verify to the Commissioner of Environmental Protection that the constructed facilities have been placed in operation.

Entered as a modification of an Order of the Commissioner of Environmental Protection this 22nd day of January 1980.

Stanley J. (Pac COMMISSIONER

ORDER NO. 2481 Modified City of New Haven SENT CERTIFIED MAIL - RRR



OF CONNECT C

DEPARTMENT OF ENVIRONMENTAL PROTECTION

STATE OFFICE BUILDING

HARTFORD CONNECTICUT D611



STATE OF CONNECTICUT NATIONAL RAILROAD PASSENGER CORPORATION

IN THE MATTER OF AN ORDER TO NATIONAL RAILROAD PASSENGER CORPORATION TO ABATE POLLUTION

ORDER

Having found that National Railroad Passenger Corporation is causing pollution to the waters of the State under the provisions of Chapter 474a of the General Statutes as amended, the Commissioner of Environmental Protection acting under Section 25-54h hereby Orders National Railroad Passenger Corporation to comply with all the conditions of the Order entered as an Order of the Commissioner of Environmental Protection on the 16th day of April, 1979 except that:

- Paragraph B, C, D in conformance with a written request from National Railroad Passenger Corporation and agreed to by the Commissioner of Environmental Protection acting under Section 25-540 of the General Statutes as amended are modified to read as follows:
- Step B On or before April 30, 1980, submit for review and approval of the Commissioner of Environmental Protection Contract Plans and Specifications.
- Step C On or before July 31, 1980, Verify to the Commissioner of Environmental Protection that construction has been started.
- Step D On or before December 31, 1980 verify to the Commissioner of Environmental Protection that the constructed facilities have been placed in operation.

Entered as a modification of an Order of the Commissioner of Environmental Protection this 21st day of February, 1980.

Stanley/J/Pac

COMMISSIONER

ORDER NO. 2481 Modified City of New Haven SENT CERTIFIED MAIL - RRR

TOWE WIFE 2401



STATE OF CONNECTICE DEPARTMENT OF ENVIRONMENTAL PROTECTION

STATE OFFICE BUILDING HARTFORD, CONNECTICUT 06115



STATE OF CONNECTICUT

NATIONAL RAILROAD PASSENGER CORPORATION

IN THE MATTER OF AN ORDER TO NATIONAL RAILROAD PASSENGER CORPORATION TO ABATE POLLUTION

Having found that National Railroad Passenger Corporation is causing pollution to the waters of the State under the provisions of Chapter 474a of the General Statutes as amended, the Commissioner of Environmental Protection acting under Section 25-54h hereby Orders National Railroad Passenger Corporation to comply with all the conditions of the Order entered as an Order of the Commissioner of Environmental Protection on the 16th day of April, 1979 except that:

- 1) Paragraph B, C, D in conformance with a written request from National Railroad Passenger Corporation and agreed to by the Commissioner of Environmental Protection acting under Section 25-540 of the General Statutes as amended are modified to read as follows:
- Step B On or before June 30, 1980, submit for review and approval of the Commissioner of Environmental Protection Contract Plans and Specifications.
- Step C On or before August 31, 1980, verify to the Commissioner of Environmental Protection that construction has been started.
- Step D On or before February 28, 1981 verify to the Commissioner of Environmental Protection that the constructed facilities have been placed in operation.

Entered as a modification of an Order of the Commissioner of Environmental Protection this 20th day of March, 1980.

ORDER No. 2481 Modified

City of New Haven

SENT CERTIFIED MAIL - RRR



STATE OF CONNECTICUT

DEPARTMENT OF ENVIRONMENTAL PROTECTION

STATE OFFICE BUILDING

HARTFORD, CONNECTICAL SOIL

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STATE OF CONNECTICUT VS.

NATIONAL RAILROAD PASSENGER CORPORATION

IN THE MATTER OF AN ORDER TO NATIONAL RAILROAD PASSENGER CORPORATION TO ABATE POLLUTION

ORDER

Having found that National Railroad Passenger Corporation is causing pollution of the waters of the state under the provisions of Chapter 474a, Connecticut General Statutes as amended, the Commissioner of Environmental Protection action under Section 25-54h hereby Orders National Railroad Passenger Corporation to take such action as is necessary to:

- 1) Investigate the extent of groundwater contamination caused by the spillage of diesel fuel and other oil based compounds from existing fueling operations and from fueling operations at the abandoned Lamberton Street fueling operation.
- 2) Provide removal and/or treatment to the extent possible for any contaminated groundwater as may be necessary to protect the waters of Long Island from further pollution.

National Railroad Passenger Corporation is further Ordered to accomplish the above described program, except as may be revised by the recommendations of detailed engineering study and agreed to by the Commissioner of Environmental Protection in accordance with the following schedule.

- A) On or before April 30, 1980 submit for the review and approval of the Commissioner of Environmental Protection an engineering report.
- B) On or before July 31, 1980 submit for the review and approval of the Commissioner of Environmental Protection contract plans and specifications.
- C) On or before Sept. 30, 1980 verify to the Commissioner of Environmental Protection that construction has been started.
- D) On or before December 31, 1980 verify to the Commissioner of Environmental Protection that the constructed facilities have been placed :

Entered as an Order of the Commissioner of Environmental Protection this 22nd day of January, 1980.

COMMISSIONER

Order No. 2481

New Haven

APPENDIX B: LOCATION OF TANKS

. Site Description - Facilities and Operations

_a) Facilities

<u>, .atron</u>	Facility	. <u>No.</u>	<u>Purpose</u>	Total Capacity (Gallons)	Containment Characteristics/ Condition
.arcerton [treet	Fuel Oil Storage Tank	(1)	Diesel Fuel Storage	200,000	Concrete Dike
Power Flant	Fuel Storage Tank	(2)	#2 Heating Oil Storage	200,000	Concrete Dike
(tese) Shop	Motor Oil Storage Tank	(1)	Motor Oil Storage	10,000	Installed In Building
.∍=berton Utreet	Motor Oil Storage Tank	(1)	Motor Oil Storage	5,000	Installed In Building
Inesel Onop	Lube Oil Storage Tank	(2)	Waste Lube Oil Storage	7,300	Installed In Building
Dresel Drop	Lube Oil Stor Tank Car	rage (1)	Waste Lube Oil Storage	10,000	No Containment
Motor Storage	Waste Oil Storage Tank	(1)	Waste Oil Storage	5,000	Earthen Dike (For Gale Oil/ Water Separator)
Power Plant	Waste Oil Storage Tank	(1)	Waste Oil Storage	100,000	Concrete Dike
Motor Storage	Waste Oil Storage Tank	(1)	Waste Oil Storage	10,000	Direct Bury (For Lancy Oil/Water Separator and Ground Water Oil Recovery System)
Following Control Building	Waste Oil Storage Tank	(1)	Waste Oil Storage	2,000	Installed In Concrete Pit (For DAF System)
Street	Waste Oil Storage Tank	(1)	Waste Oil Storage	4,000	Concrete Dike (For AFL Oil/ Water Separator)

nitum _o numage	∖Sludge Stora Tank (ge 1)	Sludge Storage	4,000	Direct Bury (For Lancy Oil/ Water Separator and Ground Water Oil Recovery System)
introl Euilding	Sludge Stora Tank (ge 1)	Sludge Storage	4,000	Installed In Concrete Pit (For DAF System)
_amberton Gireet	Sludge Stora Tank (ge 1)	Sludge Storage	4,000	Concrete Dike (For AFL Oil/ Water Separator)
Motor Storage	Gale Oil/Water Separator	(1)	Waste Water Treatment	100 GPM	Installed In Concrete Pit
Motor Storage	Lancy Oil/Water Separator	(1)	Waste Water Treatment	350 GPM	Installed In Concrete Pit
Pollution Control Suilding	Dissolved Air Flotation System (DAF)		Waste Water Treatment	50 GPM	Installed In Building
Lamberton Street	AFL Oil/Water Separator	(1)	Waste Water Treatment	300 GPM	Installed In Concrete Pit
Motor Storage	Filter Scavenger	(1)	Ground Water Oil Recovery	5 GPM	Installed In Casing

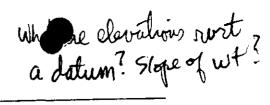
Total Capacity of the oil storage tanks: 565,300 gallons.

(5) Drainage:

- Any oil spilled in the diked areas will be pumped out by a suitable licensed contractor.
 - The waste fuel oil, waste lube oil and sludge are removed periodically by a licensed scavenger. In winter, the waste lube oil and waste fuel oil are reused in the power plant for steam generation.
 - 3) The Gale oil/water separator is used to treat the waste water from the vicinity area of the "signal tower" during high tide periods before it discharges to a 24" combined sewer. The separated oil is pumped to a 5,000 gallon waste oil storage tank.

APPENDIX C: BORING SITES, MONITORING RESULTS

Table 1 DEPTH TO WATER TABLE (feet below ground surface)



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	4/7-4/8/80	4/11/80(1)	4/11/80(2)	4/17/80	4/18/80	4/21/80
1	3'3"	3*1*	3'0"	2'7"	2'9"	3'4"
2	3'9"	2'11"	2'9"	4'0"	4'0"	4'1"
3	3'8"	318*	3'9"	4'1"	4'2"	4'5"
4	đry	đry	đry	3'6"	3'8"	4'1"
5	1'5"	0*	5*	8"	10"	1'7"
6	3'7"	3'6"	3'1"	3'3"	3'4"	3'7"
7	4*4*	4'2"	4'2"	3'7"	3'8"	5'0"

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Table 2
Oil In Groundwater

4/11/80 trichloro- ethane extrac- tion	4/11/80 trichloro- ethane extrac- tion	4/11/80 Freon extrac- tion	4/17/80 trichloro- ethane extrac- tion	4/18/80 trichloro- ethane cxtrac- tion	4/21/80 trichloro- ethane extrac- tion	4/21/80 Freon extrac- tion
2.0ppm	1.7ppm	3.88ppm	1.3ppm	1.0ppm	1.1ppm	·
6.7ppm	2.6ppm	66.6ppm	too much sediment to test	4.2ppm	4.4ppm	30.57ppm
too much sediment to test	too much sediment to test	36.0ppm	1.3ppm	1.1ppm	0	14.56ppm
dry	đry	dry	Layered * 70ml oil 330ml H ₂ 0	Layered * 90ml oil 360ml H ₂ 0	Layered * 160ml oil 200ml H ₂ 0	61.0ppm (water layer)
11.2ppm	6.9ppm	29.4ppm	1.5ppm	1.1ppm	1.2ppm	0.84ppm
2.5ppm	1.9ppm	18.2ppm	1.9ppm	1.8ppm	1.6ppm	3.11ppm
layered * 150ml oil 200ml H ₂ 0	150ml oil			too much sediment	no layer cloudy too much sediment to test	106.0ppm
	trichloro- ethane extrac- tion 2.0ppm 6.7ppm too much sediment to test dry 11.2ppm 2.5ppm layered * 150ml oil	trichloro- ethane extrac- tion	trichloro- ethane ethane extrac- extrac- extrac- tion tion 2.0ppm 1.7ppm 3.88ppm 6.7ppm 2.6ppm 66.6ppm too much too much sediment to test to test dry dry dry dry 11.2ppm 6.9ppm 29.4ppm 1ayered * layered * 150ml oil	trichloro- trichloro- Freon trichloro- ethane ethane extrac- extrac- tion tion 2.0ppm 1.7ppm 3.88ppm 1.3ppm 6.7ppm 2.6ppm 66.6ppm too much sediment to test too much sediment to test dry dry dry Layered * 70ml oil 330ml H20 1.2ppm 6.9ppm 29.4ppm 1.5ppm 1.3ppm 2.5ppm 1.9ppm 18.2ppm 1.9ppm	4/11/80 4/11/80 4/11/80 4/11/80 4/11/80 4/11/80 4/11/80 4/11/80 trichloroet	4/11/80 4/11/80 4/11/80 4/11/80 trichlorotrichlorotrichlorotrichlorotethane ethane extracted extraction trichloro

A layer of fuel oil was collected by placing two bailers of fluid in a 500 ml graduated cylinder and reading the volumes which are reported above. Some water may have leaked out of the bailer during recovery. However, the oil layer should be proportional to the amount in situ and proportional comparisons between the above samples should be justifiable.

NEW HAVEN SERVICE FACILITY - GROUNDWATER TESTING

STN.		4/11/80 am	4/11/80 pm	4/17/80 pm	4/18/80 am	4/21/80	5/7/80 am	5/7/80 pm	5/15/80	5/21/80	6/6/80	6/26/80	7/8/80	7/15/80	7/24/80	8/6/80	8/20/80	6/17/81
1	Depth to Waterlable	3'11"	3'0"	2'7"	2'9"	3'4"	3'2"	3'0"	3'2"	3'2"	dry	dry	dry	dry	dry	dry	dry	dry
' -	Oil (ppm)	2.0	1.7	1.3	1.0	1.1	1.0	0.9	1.9	1.0	<u> </u>							
8	Depth to Watertable	2'11"	2'9"	4'0"	4'0"	4'1"	dry	dry	4'4"	4'5"	5'2"	5'9"	5'7"	5'9"	5'6"	4*3"	4'4"	lost due to
	Oil [ppm]	6.7	2.6	turbid*	4.2	4.4			2.0	2.1	14.0	4.0	3.5	3.7	8.0	14.5	9.5	const.
3	Depth to Watertable	318"	3'9"	4'1"	4'2"	4'5"	4'8"	4'8"	4'11"	4'11"	dry	dry	dry	dry	dry	dry	5'0"	dry
· ·	Oil [ppm]	turbid*	turbid*	1.3	1.1	0	0.6	0.4	0.2	0.1						ļ	2.0	
4	Depth to Watertable	dry	dry	3'6"	3'8"	4'1"	4'11"	5'0"	5'3"	5'3"	5'6"	5'7"	5'7"	5'8"	5/3"	5'8"	517"	dry
	Oil [ppm]			100% (layer)	100 % (layer)	100% (layer)	100% (layer)	100% (layer)	100% (layer)	100% (layer)	;							
- 5	Depth to Watertable	0"	5"	8"	10"	1'7"	1'10"	212"	1'11"	2'2"	2'4"	dry	dry	dry	dry	dry	dry	lost
8	Oil [ppm]	11.2	6.9	1.5	1.1	1.2	turbid*	1.4	turbid*	0.8	too shallcw						,	
6	Depth to Watertable	3'6"	3'1"	313"	3'4"	3'7"	dry	dry	3'11"	4'0"	4'0"	4'3"	4'3"	4†2"	4'2"	3'2"	3'3"	4'5"
	Oil [ppm]	2.5	1.9	1.9	1.8	1.6			10.0	6.0	10.0	3.5	1.2	1.2	2.3	6.0	2.4	0.8
7	Depth to Watertable	4'2"	4'2"	3'7"	3'8"	5'0"	5'0"	5'0"	5'2"	5'2"	4'11"	4'11"	5'0"	5'1"	5'0"	4'10"	4'10"	dry
	Oil [ppm]	100% (layer)	100% (layer)	100% (layer)	turbid*	turbid*	turbid*	15.0	10.0	6.0	2.0	3.0	50.0	12.5	5.2	turbid*	4.7	
	*	to much s	sediment	to test.														=

APPENDIX D: LOCATIONS OF POSSIBLE PCB CONTAMINATION



DEPARTMENT OF ENVIRONMENTAL PROTECTION



INTERDEPARTMENTAL MEMORANDUM

To:

G. Scott Deshefy, Principal Environmental Analyst

1/4/88

DEP - HMMU, PCB-Toxics Unit

122 Washington Street, Hartford, Connecticut

From:

Jacques Gilbert, Senior Environmental Analyst

DEP - HMMU, PCB-Toxics Unit

122 Washington Street, Hartford, Connecticut

Subject:

Amtrak-National Railroad Passenger Corporation, New Haven, CT

On December 28, 1987, I performed a state PCB inspection at Amtrak-National Railroad Passenger Corporation, Hallock Avenue, New Haven, Connecticut. This inspection was to investigate the possibility of PCB contamination at Amtrak's fueling station (see October 26, 1987 letter from Richard Mason, Connecticut DEP to Lawrence Forbes, Connecticut DOT).

I began my inspection by going to Lawrence Forbes office in Union Station, Union Avenue, New Haven, Connecticut. Lawrence Forbes was not in so I spoke to Peter Richter, Chief Of Rail Operation, Connecticut DOT and Gary Doran, Transportation Railroad Operation Advisor, Connecticut DOT. I informed Richter that I was going to perform a PCB inspection at the Amtrak facility in response to Forbes'letter to Richard Mason. I asked him if there were specific areas of concern to Forbes that should be inspected. Richter stated that the main area of concern was the former diesel fueling station area also known as the motor storage area. Richter asked Doran to walk me throughout the Amtrak yard to familiarize me with its layout. Doran called Michael Heffner, Amtrak's Manager of the railway yard, and told him that he was going to show me the yard and then bring me to his office. Doran also informed Heffner that I was from the Connecticut DEP and performing a PCB inspection. After I walked around the yard with Doran I met with Heffner.

I informed Heffner that my inspection of Amtrak's facility was to investigate any possible PCB contamination in the railway yard. I gave Heffner my business card and proceeded to question him. According to Heffner the Amtrak facility was originally owned by the New Haven Railroad Company. Its ownership was later transferred to Penn Central Railroad and then to Amtrak. It is possible that Con Rail also owned the facility briefly prior to Amtrak ownership.

Amtrak presently owns the entire facility and is not leasing any of its buildings. Amtrak has in the past leased portions of its yard and buildings to a Japanese company. Amtrak does and has owned electric locomotives that utilized PCB transformers. These locomotives (series AEM-71 and E60) were mostly serviced at Amtrak facilities located outside the State of Connecticut according to Heffner. There were occasions, however, when these locomotives were at the New Haven facility.

According to Heffner the facility yard had been sampled for PCB contamination in the past and that Charles Lynn had the sample results. Charles Lynn is in charge of Amtrak's environmental compliance office in Washington D.C.

Heffner asked Ronald Harper to accompany and assist me during my inspection of the facility. Listed below are the areas that potentially may have been exposed to PCB contamination based on information provided by Doran, Heffner and Harper.

- (1) Degreasing area located on northern side of truck shop (see map # 1). This area has four (4) degreasing vats for locomotive parts and railway car carriages. There are two drains adjacent the vats. Any spills from the vats enter these drains which lead to the facility wastewater treatment plant. Sample 501-PCB-87 was a 250 ml amber bottle filled with sediment from one of the drain sumps (see photograph # 5).
- (2) There are four servicing pits in the diesel shop (see map # 1). These pits have lift platforms in them that are utilized to remove parts from underneath locomotives. These pits collect oil and debris dripping off the locomotives. In the past the pits had drains that were connected to leaching fields. These drains are now closed. Oily debris in the pits is flushed into sumps that are connected to one central sump. The flushed material is then piped to the wastewater treatment plant. Any oily debris left in the sumps is hand shoveled into drums.
- Sample 504-PCB-87 was a 150 ml amber bottle filled with oily sediments from a 55 gallon drum dated 9/28/87. These sediments were removed from a diesel shop pit sump on September 28, 1987.
- (3) There is a steam cleaning area located on northern side of diesel shop. The area consist of a bermed concrete pad that is sheltered by a roof. All steam cleaning water is collected by three drains that are piped to an adjacent oil water separator (see photograph # 6).
- Sample 504-PCB-87 is a 150 ml amber bottle filled with oily soil composite from tracks # 2 and 3 located adjacent to steam cleaning area and sediment from two drains (track # 4 and 5) in the steam cleaning area.
- (4) There is a oil water separator located adjacent the new diesel fueling station (see map # 1). This oil water separator is utilized to separate oil from collected rainwater drainage in the area of the new diesel fueling station.
- Sample 502-PCB-87 was a 20 ml clear vial filled with oil from a 3,000 gallon storage tank that holds oil from this oil water separator. This oil is burned with # 6 fuel oil at the facility's power plant.

G. Scott Deshefy Amtrak-National Railroad Passenger Corp.

(5) The motor storage area (old diesel fueling station) along with the diesel locomotive shop have the greatest protection for PCB contamination. The motor storage area (see map # 1) has extensive contamination of soil with oil (see photographs # 1 - 4). This area in the past was used to fuel diesel locomotives (photograph # 3). Adjacent to the fueling station was a servicing pit for electric locomotives (photographs ₱1 and 2). The servicing pit had a drain in the past but it is now blocked according to Harper.

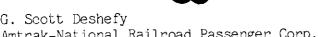
There are also two oil water separators that collected rainwater drainage from this area according to Harper. Neither one of the separators are in service according to Harper. The separators are located next to the signal tower. The one closest the tower building used to store its separated oil in the storage tank located at northern end of diesel fueling storage tank area. The other oil water separator which was installed when the oil recovery well was installed would store its separated oil in two underground tanks adjacent to the tower building.

- Sample 507-PCB-87 was a 20 ml clear vial filled with oil from oil water separator located nearest tower building (photograph # 4).
- Sample 505-PCB-87 was a 250 ml amber bottle filled with a composite soil sample from second track away from motor storage building and sediment from two drain sumps adjacent to this track (photograph # 3). These drains are supposedly connected to the oil water separator according to Harper.
- Sample 506-PCB-87 was a 250 ml amber bottle filled with a composite of oily grit found along the interior sides of servicing pit adjacent old fueling station (photograph # 2).

Due to time constraints I had to limit the number of samples taken during my inspections. Additional samples should be taken during future inspections from the following dependent on the results of my December 28, 1987 sampling.

- (1) Sludge holding tank located adjacent oil storage tank for oil water separator servicing the new diesel fueling station yard drainage.
- (2) Two waste oil storage tanks (crankcase waste oil) located in diesel locomotive shop. This waste oil is crankcase oil from the diesel locomotives and is burned at the facility's power plant.
- (3) Diesel locomotive servicing pits and collection sumps in the diesel locomotive shop (most easily obtained when being cleaned by Amtrak personnel).
- (4) Sludge bottoms from the oil water separator servicing the steam cleaning area (most easily obtained when cleaned out by vendor).

12



- (5) Waste oil storage tanks for oil water separator at wastewater pollution control plant.
- (6) Fuel oil storage tanks at power plant.
- (7) Most recently installed oil water separator adjacent signal tower building and the two adjacent underground storage tanks.
- Above around waste oil storage tank located at northern end of diesel fuel storage tank area for old fueling station.
- (9) Railway track and drain located on east side of old fueling station servicing pit.

During my inspection I also notice several transformer substations at the yard (see map # 1). These transformers should be inspected during any future TSCA-PCB inspection.

This inspection will serve to focus on specific areas that may have been historically contaminated with PCBs. If the Connecticut Department Of Transportation has concerns about any PCB contamination of the site they should stipulate in their purchasing contract with Amtrak that the site be sampled and investigated by an environmental consultant for PCBs prior to transfer.

Jugues Sillent

APPENDIX E: NATURAL DIVERSITY DATABASE

ERDEPARTMENTAL MESSAGE





STO-201 REV. 7/86 (Stock No. 6938-051-01) Obtain "STATE EMPLOYEE SUGGESTION" forms from, and send your ideas to: Employee's Suggestion Awards Program, 165 Capitol Avenue Hartford, Ct, 06106.

-	NAM Michelle Bedson	DATE8/7/89
To	AGENDY PORTINGU, 122 Washington Street, Hartford	
-	NAME Ken Metzler, Senior Biologist	3540
From	AGENDE POR RC Natural Diversity Data Base, S.O.B., Rm 553	, Hartford
 –	AMTRAK, New Haven	

Subject:

I have reviewed Natural Diversity Data Base maps and files regarding the area delineated on the map you provided. According to our information, there are no known extant populations of Federally Endangered and Threatened species or Connecticut "Species of Special Concern" occurring at the site in question.

Natural Diversity Data Base information includes all information regarding critical biologic resources available to us at the time of the request. This information is a compilation of data collected over the years by the Natural Resources Center's Geological and Natural History Survey and cooperating units of DEP, private conservation groups and the scientific community. This information is not necessarily the result of comprehensive or site-specific field investigations. Consultation with the Data Base should not be substituted for on-site surveys required for environmental assessments. Current research projects and new contributors continue to identify additional populations of species and locations of habitats of concern, as well as, enhance existing data. Such new information is incorporated into the Data Base as it becomes available.

Thank you for providing us with the opportunity to comment on this proposed project. If we may be of further assistance, do not hesitate to call 566-3540.

KM/dmt

RECRIVED

AUG 9 1989

HAZARDOUS MAIERIALS MANAGEMENT UNIT

\$EPA

POTENTIAL HAZARDOUS WASTE SITE PRELIMINARY ASSESSMENT PART 1 - SITE INFORMATION AND ASSESSMENT

	IFICATION	
01 STATE	02 SITE NUMBER	
	02 SITE NUMBER	1 1 1

PART 1 - S	ITE INFORMATI	ION AN	D ASSESSIV	ENT	<u> </u>	<u> </u>
II. SITE NAME AND LOCATION						
O1 SITE NAME Legal common or descriptive name of significant	- 10	02 STREET, ROUTE NO . OR SPECIFIC LOCATION IDENTIFIER				
AMTRAK - NATIONAL PASSENGER CO	RPORATION	HAL	LOCK AVE	ENUE		
03 CITY		4 STATE	05 ZIP CODE	06 COI	YTAL	07COUNTY 08 CONG
NEW HAVEN			06519		W HAVEN	CODE DIST
09 COORDINATES LATITUDE LONGIT	UDF			L		
41° 17′ 36 2″N 072° 55′	396 N					}
10 DIRECTIONS TO SITE (Starting from neares) public road)						
I-95 to exit 47. Sargent Dr. S	South. Tak	ke ri	ght onto	Ha!	llock Avenue.	Amtrak
entrance is past the New Haver	Public Li	ibrar	y on the	e ri;	ght.	
III. RESPONSIBLE PARTIES						
O1 OWNER att known	- 10	2 STREE	(Business, mailing	residentia	11	
	11 1 1 1 1 A	11.671	V 17.			
03 CITY	10	4 STATE	05 ZIP CODE	0	6 TELEPHONE NUMBER	
e e se	1			()	
07 OPERATOR (If known and different from owner)	- 10		T (Business mailing	residentia	H	
 Amtrak	se Corn	400	North Co	nnit.	ol Street N.W.	ļ
OP CITY			11 ZIP CODE		2 TELEPHONE NUMBER	
Uaghinatan		_		- 1)	
Washington 13 TYPE OF OWNERSHIP (Check arre)	l	р.С.	20001	I`	, , , , , , , , , , , , , , , , , , ,	
XA. PRIVATE II B. FEDERAL.			王 C. STA	TE :	□D.COUNTY □ E.MUI	NICIPAL
	(Agency name)		•			
☐ F. OTHER:			G. UNF	CNOWN	· · · · · · · · · · · · · · · · · · ·	
14 OWNER OPERATOR NOTIFICATION ON FILE (Check all train apply)						
Z A. RCRA 3001 DATE RECEIVED: MONTH DAY YEAR	B. UNCONTROLLE	ED WAST	E SITE (CERCLA)	103 61 [DATE RECEIVED:	Y YEAR
IV. CHARACTERIZATION OF POTENTIAL HAZARD						
01 ON SITE INSPECTION BY ICHeck a	ill (hal apply)		****			OCUTE LOTOR
X YES DATE 11 16 83 - A.EP/	A 💢 8. EPA I	CONTRA	F. OTHER:	Ç. C. S1	IATE U.OTHER	CONTRACTOR
					(Specify)	
	CTOR NAME(S): 03 YEARS OF OPERA					
			Dres	sent	D UNKNOW	N 100+
X 04 DESCRIPTION OF SUBSTANCES POSSIBLY PRESENT, KNOWN, O	BE	CILOWI GINNING Y	EAR ENDI	NG YEAR	G UNKNOW	1001
diesel fuel, oil, PCB transfor	RALLEGED Tmer oil	. 15. 1	المراجع والمراجع	- 45	CONTRACT	
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		,-		,		
		<u></u>				
05 DESCRIPTION OF POTENTIAL HAZARD TO ENVIRONMENT AND/OF	RPOPULATION					
PCBs are toxic. May affect qua	ality of Ne	ew Ha	ven Harl	or.	May be risk	of direct
contact.	-				,	
V. PRIORITY ASSESSMENT						
01 PRIORITY FOR INSPECTION (Check one, If high or medium is checked, con	npiete Part 2 - Waste Inforr	nation and F	art 3 - Description of	Hazardou	s Conditions and Incidents)	
☐ A. HIGH (Inspection required promptly) ☐ B. MEDIUM (Inspection required)	C. LOW	augustia ba	D. NO		tion needed, complete current dispo	suce formi
	mapeci on line	eranazem De.		101(1101 00		and to my
VI. INFORMATION AVAILABLE FROM	07.0E/4	1				1 03 TELEPHONE NUMBER
01 CONTACT		Ingenty Organization)				
Michael J. Powers	CT DEP HM		NALUTA 7:00:		Log revenue	(203) 566-5486
04 PERSON RESPONSIBLE FOR ASSESSMENT	05 AGENCY		SANIZATION		07 TELEPHONE NUMBER	S /O / SO
Michelle M. Bedson	CT DEP	HN	îM U		[1 203 566-5486	8 /9 /89 MONTH DAY YEAR

DERCLAS No.: PDD No.: T Reference No.:

NPL ELIGIBILITY CHECKLIST

1 Car 8/18 17 7 2 20 1

	YES	NO	COMMENTS
Are the wastes onsite considered hazardous as defined in CERCLA?		~	
*Sites covered by other authorities:			
Are the hazardous materials at the site sol petroleum products (gasoline, oil, natural gas)?	ely 	_1/_	
Is the contamination at the site caused solely by pesticides that were applied using an accepted practice?			
If the release is into public or private drinking water systems, is it due to deterioration of the system through ordinary use?	y 		,*
Is the release from products which are part of the structure, and result in exposure within residential, business, or community structures?		<u>/</u>	·
Did the release result in exposure to people solely within a work place?	-	کیا۔	,
Does the facility have an Underground Injection Control permit under the Sare Drinking Water Act?			/
Is the release the result of the normal application of fertilizer?		·/	,
Does the release involve naturally occurring substances in their unaltered form?		<u>'</u>	<i></i>
Does the contamination at the site consist solely of radioactive materials generated by Department of Energy/Atomic Energy Commission activities?			,
Is the contamination at the site caused solely by coal mining operations?			
Does the facility have a permit from EPA or the U.S. Army Corps of Engineers (under the Marine Protection, Research, and Sanctuaries Act) to dispose of dredge materials in ocean waters?		<u></u>	,

YES NO COMMENTS

*Other	issues	Of	cita	def	ini	tion.
OULEL	155465	OL	2116	uei	لسقلتب	CTOH

Is the site defined solely as a contaminated well field?

Is the site currently owned or operated by a federal agency, or has it been in the past?

Is the site a municipal landfill?

-- Check if there is documentation of industrial waste disposed of.

Does the waste consist of a "special waste" such as fly ash?

-- Check if there is documentation of a hazardous component to the waste.

Does the facility have an NPDES permit?

Check if the facility has a history of permit violations.

Is the facility subject to ambient air quality standards under the Clean Air Act?

Does the facility have a permit under the Clean Air Act?

*RCRA status

Has the facility notified as a RCRA generator?

Has the facility ever had RCRA interim status or a RCRA permit?

If yes, check any that apply:

- The facility is a small quantity generator.
 - -- The facility is a "non-notifier" or "protective filer" (identified as such by EPA or the state).

- --- ----

--- ---

*RCRA status (continued)

- -- The owner of the facility is bankrupt, or the owner has filed for protection under bankruptcy laws (if known).
- -- A RCRA compliance order or notice of violation has been issued for the facility at some time.

The order or notice concerned:
- conditions that posed a hazard (i.e. a release of contamination to the environment) OR

- administrative violations (i.e. recordkeeping or financial requirements).
- -- Some RCRA enforcement action is currently pending at the facility.
- -- A RCRA permit has been denied or interim status has been revoked for the facility.

The permit or interim status was revoked:

- -because of conditions at the facility that posed a hazard OR
- -because the facility failed to meet an administrative requirement (i.e., failed to file an acceptable Part B permit application).
- -- A closure plan has been requested or submitted for the facility under RCRA.
- -- A closure plan has been approved for the facility under RCRA.
- -- The facility is closed and currently monitoring under RCRA regulations.

CERCLIS DATABASE FORM

SITE NAME: A CERCLIS No. CT	mtrak-Nat 109838708	ional	inlimad Passenger Corp PROJECT MANAGER:	poration
	Hallock Av	<u>c. Am</u>	-7 to Sargent	Dr. South. Take s past New Haven
ELEMENT	CERCLIS CODE (No. of position	s)	DESCRIPTION	ENTRY
I. FOR ALL PROJE	стѕ			
State	C2(2)		Postal code	
Site ID (If available)	C101(12)		Dun & Bradstreet or GSA	
Site Name	C104(40)		-	Arntrak - National Railroad Passenger Corporation
Street Address	C110(25)			Hallock Ave.
City	C111(25)			New Haven
County	*TBD			New Haven
Ownership	C136(2)		FF = Federally ST = State owr CO = County or DI = District or I'_ = Indian lar MI = Mixed ov UN = Unknown *TBD = Municipal *TBD = Privately OH = Other	wned with side partially with the partially and subject to the partially with the partial partial with the partial partial partial results and National Railre ally owned Passenger Corp.
Years of operation *TBD		unhnowito prese	nt <u>unkn</u> own	
FMS Number (if assigned)		C315(4)		



ELEMENT

CERCLIS CODE

(No. of positions)

Recommendation C2103(1) of Most Recent

Project at Site

DESCRIPTION

For PAs:

High Med. = SSI Required = SSI Recommended

No Further Remedial Action

Planned

For SSIs:

Recommended for an LSI R =

NFRAP =

Deferred to another authority D =

= No Further Remedial N = NFRAP

Action Planned

For LSIs:

G = N = Recommended for an HRS Scoring

= No Further Remedial NFRAP

Action Planned

Note

C2105(20)

Abbreviated Comments

Reasons for Ineligibility (for Sites Determined Ineligible under CERCLA)

*TBD

*TBD = Petroleum contamination only

*TBD = Active RCRA facility

*TBD = Properly applied pesticide *TBD = Nuclear/radioactive waste

*TBD = All other reasons

Agency Responsible

for Work at Site

C2117(2)

= EPA, Fund financed

= State, Fund financed S

= State, no fund financing SN

= Federal facility FF

= Responsible Party *TBD





•

ELEMENT

CERCLIS CODE (No. of positions)

DESCRIPTION

ENTRY

II. ONLY FOR SITE WITH HRS

Coordinates

*TBD

Latitude and Longitude

A1°17'36.2 072°55'39.6

Type of

Facility of Source

C137(1)

B = Chemical Plant

C = City Contamination

L = Landfill

M = Manufacturing Plant N = Military Facility

F = Other Federal Facility

T = mines/tailings

P = Lagoons

A = Abandoned/Midnight dumping

If unknown, Type of Waste

Present

R = Radioactive Waste

Inorganic Waste

*TBD = Organic Waste = Other Industrial Waste

D = Dioxin

If unknown,

Type of Receptor

Affected

(V) = Waterways/river

H = Housing Area

W = Drinking Water Wells *TBD = Ecological Receptors

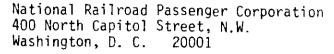
O = Other

Abstract	C201(240)	. Site Description	•	
		·		
	-			



STATE OF CONNECTICUT DEPARTMENT OF ENVIRONMENTAL PROTECTION

PERMIT



Attention: Mr. Robert F. Lawson

Vice-President, Chief Engineer

Re: DEP/WPC-193-132

City of New Haven

Long Island Sound Watershed

Gentlemen:

This permit is authorized to be issued by Subsection e of Section 25-54i of Chapter 474a of the Connecticut General Statutes, as amended. The Commissioner of Environmental Protection (hereinafter "the Commissioner") has found that the system installed for the treatment of the discharge will protect the waters of the state from pollution.

The Commissioner has determined that National Railroad Passenger Corporation is in partial compliance with the provisions of Order No. 2481 entered on January 22, 1980. The Commissioner, acting under Section 25-54i, hereby permits National Railroad Fassenger Corporation to discharge pretreated oily wastewaters in accordance with the following conditions:

- 1) The wastewater shall be collected, pretreated and discharged in accordance with the plans and specifications approved by the Director of Water Compliance on May 6, 1981.
- 2) The discharge described in this permit shall not exceed and shall otherwise conform to the specific terms and general conditions specified herein:
 - A) Discharge Serial No. 001
 Discharge Location City of New Haven Sewerage System
 Design Flow 50 gallons per minute
 Average Daily Flow 72,000 gallons per day

Parameter	Average Daily	Maximum	Average Daily
	Quantity	Concentration	Concentration
Oil & Grease - Hydrocarbon Fraction	13.5 kg/day	100.0 mg/l	50.0 mg/1

1) The pH of the discharge shall not be less than 6.0 or greater than 10.0.

Phone:

- 3) The discharge shall be monitored and results reported to the Director of Water Compliance by the 10th of each month according to the following schedule:
 - A) Discharge Serial No. 001

Parameter	Minimum Frequency of Sampling	•	Sample Type
Oil and Grease - Total Oil and Grease - Hydrocarbon Fraction	Monthly Monthly	,	Composite Composite
рН	Monthly		Composite

- 1) Record the total flow for the day of sample collection.
- 4) The pretreatment facilities shall not be bypassed at any time.
- 5) The disposal of screenings, sludges and other solids or oils and other liquid chemical wastes shall be at locations approved in accordance with the provisions of Chapter 474a and/or Chapter 361a of the Connecticut General Statutes or to waste haulers licensed under Chapter 474a of the Connecticut General Statutes.
- 6) Process controls or such other means or facilities shall be maintained to insure that no discharge of untreated or partially treated wastewater will occur during a failure of the primary power source.

This PERMIT is issued under Section 25-54i and shall expire on June 22, 1987. The PERMIT shall be subject to all the Section 25-54i General Conditions dated April 27, 1979 which are hereby incorporated into this PERMIT.

Entered as a PERMIT of the Commissioner the 22nd day of June, 1982.

Stanley / Pac



STATE OF CONNECTICUT DEPARTMENT OF ENVIRONMENTAL PROTECTION



PERMIT

National Railroad Passenger Corporation (AMTRAK) 400 North Capitol Street, N. W. Washington, D. C. 20001

Re: DEP/WPC 093-132

City of New Haven

Long Island Sound Watershed

Attention:

Tadeusz W. Brzozowski,

Director/Environmental Control

This permit is issued in accordance with Section 22a-430(e) of Chapter 446k of the Connecticut General Statutes and regulations adopted thereunder, as amended. The Commissioner of Environmental Protection (hereinafter "the Commissioner") has found that the system installed for the treatment of the discharge will protect the waters of the state from pollution. This action is further found to be consistent with the applicable policies of the Connecticut Coastal Management Act Section 22a-92 of the Connecticut General Statutes.

Your application for permit reissuance submitted by National Railroad Passenger Corporation on January 27, 1988, has been reviewed by the Connecticut Department of Environmental Protection.

The Commissioner has determined that National Railroad Passenger Corporation is in full compliance with Order WC4616 issued on December 28, 1987.

The Commissioner, acting under Section 22a-430(e) hereby permits National Railroad Passenger Corporation (AMTRAK) located at Hallock Avenue in New Haven, Connecticut, to discharge pretreated oily wastewaters in accordance with the following conditions:

- The wastewater shall be collected, pretreated and discharged in accordance with the above referenced application and all approvals issued by the Commissioner or her agent for the discharges and/or activities authorized by or associated with this permit.
- 2) The discharge shall not exceed and shall otherwise conform to specific terms and conditions listed below. The discharges shall be monitored and results reported to the Director of Water Compliance by the end of the month after the month in which samples are taken according to the following schedule:

Phone

Description: Cleaning of Parts Wastewater

Code 518000B

Discharge Location: Town of New Haven Sewerage Treatment Facility(East

Shore) (DEP/WPC) No. 093-001

Average Daily Flow: 24,000 gallons Maximum Daily Flow: 45,000 gallons

Design Flow Rate: 50 gallons per minute

(1) The pH of the discharge shall not be less than 6.0 or greater than 10.0 (Code 609).

(2) The maximum daily concentrations specified below shall not be exceeded by more than a factor of 1.5 at any time as determined by a grab sample.

<u>Parameter</u>	Code	Average Monthly Limits	Maximum Daily Limits	Minimum Frequency of Sampling	Sample Type
Oil & Grease - Hydrocarbon Fracti	623 ion	50.0 mg/l	100.0 mg/l	Monthly	Daily Composite
Oil & Grease, Total pH	622 609			Monthly Monthly	Daily Composite Range During Composite

- (a) The permittee shall record the total flow (Code 626) and number of hours of discharge (Code 629) for the day of sample collection.
- (b) The report shall include a detailed explanation of any violations of the limitations specified above.

This permit is issued under Section 22a-430 and shall expire on the 5th day of August, 1993.

This permit shall be subject to the following sections of the Regulations of Connecticut State Agencies which are hereby incorporated into this permit:

Section 22a-430-3 General Conditions

- (a)Definitions
- (b)General
- (c) Inspection and Entry
- (d)Effect of a Permit
- (e)Duty
- (f)Proper Operation and Maintenance
- (g)Sludge Disposal
- (h)Duty to Mitigate
- (i) Facility Modifications; Notification
- (j)Monitoring, Records and Reporting Requirements
- (k)Bypass
- (1) Conditions Applicable to POTWs

- (m)Effluent Limitation Violations (Upsets)
- (n)Enforcement
- (o)Resource Conservation
- (p)Spill Prevention and Control
- (q)Instrumentation, Alarms, Flow Recorders
- (r)Equalization

22a-430-4 Procedures and Criteria

- (a) Duty to Apply
- (b)Duty to Reapply
- (c)Application Requirements
- (d)Preliminary Review
- (e)Tentative Determination
- (f)Draft Permits, Fact Sheets
- (g) Public Notice, Notice of Hearing
- (h) Public Comments
- (i)Final Determination
- (j)Public Hearings
- (k) Submission of Plans and Specifications. Approval.
- (1) Establishing Effluent Limitations and Conditions
- (m) Case by Case Determinations
- (n) Permit issuance or renewal
- (o)Permit Transfer
- (p)Permit revocation, denial or modification
- (q)Variances
- (r) Secondary Treatment Requirements
- (s)Treatment Requirements for Metals and Cyanide
- (t)Discharges to POTWs Prohibitions

Your attention is especially drawn to the notification requirements of subsection (i)(2), (i)(3), (j)(6), (j)(7)(C), (j)(8)(C), (D), (E), and (F), (k)(3) and (4) and (1)(2) of Section 22a-430-3.

This Permit requires the payment of a compliance determination fee annually as set forth in Section 22a-430-7 of the Regulations of Connecticut State Agencies.

The Commissioner reserves the right to make appropriate revisions to the permit in order to establish any appropriate effluent limitations, schedules of compliance, or other provisions which may be authorized under the Clean Water Act or the Connecticut General Statutes or regulations adopted thereunder, as amended. The permit as modified or renewed under this paragraph may also contain any other requirements of the Clean Water Act or Connecticut General Statutes or regulations adopted thereunder which are then applicable.

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Entered as a Permit of the Commissioner of the Department of Environmental Protection on the 5th day of August, 1988

John W. Anderson Deputy Commissioner

APPLICATION NO. 88-020 PERMIT NO. SP0000415



STE OF CONNECTION DEPARTMENT OF ENVIRONMENTAL PROTECTION



STATE OF CONNECTICUT VS. NATIONAL RAILROAD PASSENGER CORPORATION

IN THE MATTER OF AN ORDER TO NATIONAL RAILROAD PASSENGER CORPORATION TO ABATE POLLUTION

ORDER

Having found that the National Railroad Passenger Corporation is maintaining a facility or condition which reasonably can be expected to cause pollution of the waters of the State, under the provisions of Chapter 446K, Connecticut General Statutes, as amended, the Commissioner of Environmental Protection, acting under Sections 22a-6, 22a-430, and 22a-432 hereby Orders National Railroad Passenger Corporation to take such action as is necessary to:

 Construct facilities as shown on plans approved by the Department of Environmental Protection on November 4, 1986 for the connection of sewage and treated process waters from the Amtrak-New Haven Railroad Yard to the Metro North Pump Station and the New Haven Sewerage System.

National Railroad Passenger Corporation is further Ordered to accomplish the above described program, except as may be revised by the recommendations of a detailed engineering study and agreed to by the Commissioner of Environmental Protection, in accordance with the following schedule:

- A. On or before March 31, 1988, verify to the Commissioner of Environmental Protection that construction of the approved facilities has begun.
 - B. On or before April 30, 1988, verify to the Commissioner of Environmental Protection that constructed facilities have been placed in operation, and that all sewage and treated process wastewaters are being discharged to the New Haven Sewerage System via the Metro North Pump Station.

National Railroad Passenger Corporation shall notify the Commissioner in writing immediately upon becoming aware that any part of the schedule in this Order will or may not be met, indicating the reasons therefor and the anticipated dates by which compliance will be achieved.

Phone

Failure to comply with this order subjects the recipient to penalties and injunction under the appropriate Sections of the Connecticut General Statutes.

Entered as an Order of the Commissioner of Environmental Protection this 2 th of Delember 1987.

Asla Cayruus
Leslie Carothers
Commissioner

ORDER NO. WC 4616
DEP/WPC NO. 093-132
DISCHARGE CODE A
TOWN OF NEW HAVEN
LAND RECORDS
MAILED CERTIFIED MAIL-RRR
MAILED TO: T.W. Brzozowski

Director, Environmental Control 400 North Capitol Street NW Washington, D.C. 20001



ATE OF CONNECTION DEPARTMENT OF ENVIRONMENTAL PROTECTION



Ms. Ruth Leabman Superfund Support Section US EPA Waste Management Division JFK Federal Building Boston, MA 02203-2211

October 2, 1989

Subject: Final Preliminary Assessment Amtrak-National Railroad Passenger Corp. New Haven, CT CTD983870841

Dear Ms. Leabman:

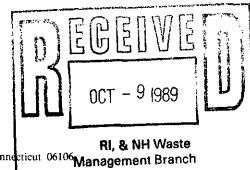
Enclosed please find a final preliminary assessment (PA) for Amtrak-National Railroad Passenger Corp. located in New Haven, CT. The PA was completed under the Multi-Site Cooperative Agreement (MSCA) between the State of Connecticut and the EPA, for the period July 1988-September 1989. The PA was finalized after receipt of EPA comments. Please forward this PA to Deborah J. Pernice.

Please contact me at (203) 566-5486 with any questions or comments.

Sincerely,

Michelle M Bedson

Michelle M. Bedson Sanitary Engineer Hazardous Materials Management Unit



Phone:

165 Capitol Avenue • Hartford, Connecticut 06106 Management Branch

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